

Amendments to the Claims:

1. (Currently amended) A method for determining the maximum acceleration ~~and deceleration~~ limits for the longitudinal or lateral axis of an aeronautical vehicle while maintaining a constant vertical state, said vehicle having a vertical control inceptor, said method comprising:

determining at least one vertical inceptor position required to maintain a vertical state via a controller, and

determining ~~minimum and~~ maximum allowable vertical inceptor position limits for desired operation of the vehicle that allow maintaining said vertical state;

determining the maximum acceleration limits for the longitudinal or lateral axis corresponding to the maximum allowable vertical inceptor position limits

~~wherein said minimum and maximum vertical inceptor position limits are based on predictions of vehicle performance.~~

2. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration ~~and deceleration~~ limits are pitch ~~and~~ and/or roll attitude limits.

3. (Currently amended) The method as stated in claim 1 ~~2~~ wherein said maximum acceleration ~~and deceleration~~ limits are predicted increases or decreases in the pitch ~~and~~ and/or roll attitude limits.

4. (Currently amended) The method as stated in claim 1 ~~3~~ wherein said maximum acceleration limits are represented as control inceptor position limits ~~on said longitudinal and lateral axes.~~

5. (Currently amended) The method as stated in claim 1 [4] wherein said maximum acceleration limits are provided as tactile cues.

6. (Currently amended) The method as stated in claim 1 [4] wherein said maximum acceleration limits are provided through an active force cueing system.

7. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are cued through an aural, visual or tactile cueing system.

8. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are provided to a software limiting system.

9. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are based on the transfer of potential and kinetic energy.

10. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are based on the potential change in vertical velocity.

11. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are determined using at least two methods, and the most restrictive result from the two methods are utilized.

12. (Original) The method as stated in claim 1 wherein said vertical state is holding constant vertical altitude.

13. (Original) The method as stated in claim 1 wherein said vertical state is holding constant vertical velocity.

14. (Original) The method as stated in claim 1 wherein said vertical state is holding constant flight path angle.

15. (Currently amended) The method as stated in claim 1 wherein said maximum acceleration limits are determined by the rotor torque required to balance the gravitational forces for non-zero pitch or roll attitude.

16. (Previously presented) The method as stated in claim 1 wherein said at least one vertical inceptor position is a predicted position based on vehicle performance and operator inputs.

17. (Previously presented) The method as stated in claim 1 wherein said at least one vertical inceptor position is based on a feedback loop of error between the desired vertical state and the measured performance.

18. (Canceled)

19. (Currently amended) The method as stated in claim 1 wherein said ~~minimum and~~ maximum vertical inceptor position limits are based on feedback between known limits and measured performance.

20. (Currently amended) The method as stated in claim 1 wherein said ~~minimum and~~ maximum vertical inceptor position limits are based on one or more of the following group comprising:

transmission torque, engine torque, main rotor torque, main rotor overspeed, main rotor underspeed, main rotor stall, encroachment upon vortex ring state conditions, encroachment upon power setting condition, vertical velocity limits, actuator position limits and actuator rate limits.

21. (Previously presented) A method for maintaining a constant vertical state of an aeronautical vehicle with a vehicle controller, said method comprising the steps of:

determining a plurality of operating parameters for the aeronautical vehicle, said operating parameters being selected from the group comprising airspeed, torque, rotor speed, pitch attitude, roll attitude, vertical velocity, and rate of change of altitude;

providing said determinations of said plurality of operating parameters to the vehicle controller;

determining the maximum and minimum limits of each of said plurality of operating parameters;
providing said determined maximum and minimum limits to the vehicle controller; and
preventing said determined maximum and minimum limits from being exceeded in the aeronautical vehicle by the vehicle controller.

22 – 45 (Canceled)

46. (Previously presented) The method of cueing a vehicle operator of maximum accelerations and decelerations that may be performed during a constant vertical state without disengagement therefrom comprising:

generating an airspeed signal;
generating an attitude signal;
determining at least one vertical inceptor position to maintain a vertical state; and
generating a cueing signal to maintain a constant vertical state in response to said airspeed signal, said attitude signal, a minimum inceptor position, and a maximum inceptor position.

47. (Previously presented) The method as in claim 46 further comprising:
generating a vertical velocity signal;
generating a torque signal; and
determining said at least one vertical inceptor position to maintain a vertical state in response to said vertical velocity signal and said torque signal.

48. (Original) The method as in claim 46 wherein generating said cueing signal, the amount of vertical velocity change and the amount of torque change are determined in response to changes in inceptor position.

49. (Original) A method as in claim 46 further comprising:
generating a control inceptor position signal; and
generating said cueing signal to maintain the constant vertical state in response to said control inceptor position signal.

50. (Previously presented) A method as in claim 46 wherein generating a cueing signal comprises determining a maximum change in pitch attitude and a maximum change in roll attitude using conservation of energy based relationships.

51. (Original) A method as in claim 46 wherein generating a cueing signal comprises determining a maximum change in pitch attitude and a maximum change in roll attitude using thrust and gravitational force based relationships.

52. (Original) A method as in claim 46 wherein generating a cueing signal comprises:
determining a first maximum change in pitch attitude and a first maximum change in roll attitude using a conservation of energy relationship;
determining a second maximum change in pitch attitude and a second maximum change in roll attitude using a thrust and gravitational force based relationship;
comparing said first maximum change in pitch attitude to said second maximum change in pitch attitude and cueing which ever maximum change in pitch attitude that is smaller in magnitude; and
comparing said first maximum change in roll attitude to said second maximum change in roll attitude and cueing which ever maximum change in roll attitude that is smaller in magnitude.

53. (Original) A method as in claim 46 wherein when generating a cueing signal a minimum nose down pitch attitude for traveling velocities less than a predetermined velocity is used.

54. (Original) A method as in claim 46 wherein when generating a cueing signal a negative maximum acceleration limit is used when a current flight path angle has caused a vertical maneuvering limit to be exceeded.

55 - 69 (Canceled)

70. (New) The method as stated in claim 1 wherein said maximum vertical inceptor position limits are based on predictions of vehicle performance.

71. (New) A method for determining the maximum deceleration limits for the longitudinal or lateral axis of an aeronautical vehicle while maintaining a constant vertical state, said vehicle having a vertical control inceptor, said method comprising:

- determining at least one vertical inceptor position required to maintain a vertical state via a controller, and

- determining minimum allowable vertical inceptor position limits for desired operation of the vehicle that allow maintaining said vertical state;

- determining the maximum deceleration limits for the longitudinal or lateral axis corresponding to the minimum allowable vertical inceptor position limits

72. (New) The method as stated in claim 71 wherein said maximum deceleration limits are pitch and/or roll attitude limits.

73. (New) The method as stated in claim 71 wherein said maximum deceleration limits are represented as control inceptor position limits.